



**FOR IMMEDIATE RELEASE**

November 5, 2008

**CONTACT**

Ryan McLaughlin

312.969.0255

[ryan@macstrategiesgroup.com](mailto:ryan@macstrategiesgroup.com)

Kim Morreale

847-401-8564

[kim@morrealepag.com](mailto:kim@morrealepag.com)

**TRAC COALITION CALLS DEPARTMENT OF TRANSPORTATION LETTER UNTIMELY**

*Letter Lacks Analysis to Justify Sense of Urgency*

**CHICAGO (November 5, 2008)** – The Regional Answer To Canadian National (TRAC) Coalition calls recent correspondence sent by the U.S. Department of Transportation (DOT) to the U.S. Surface Transportation Board (STB) untimely and feels it lacks a thorough analysis to justify the Department's request for a final decision to be issued by the STB by the end of the year. TRAC points out that the DOT rehashes tired arguments citing so-called "public benefits" to the region without providing statistical analysis to justify this assertion. In response to significant safety, environmental and economic implications associated with the proposed acquisition of the EJ&E Railway by Canadian National (CN) a record number of comments have been submitted to the STB in opposition to the plan.

**TRAC Statistical Analysis**

According to Canadian National Railway (CN) data and reflected in comments filed with the STB, 32 out of 37 communities experiencing an increase in rail traffic will experience an increase of 13 or more freight trains per day, while only 15 communities in the region will experience a comparable decrease in traffic. The Austin neighborhood in Chicago, for instance, would experience only a decrease of 3.6 freight trains per day on CN lines, while the comparably sized city of Naperville would experience an increase of more than 20 freight trains per day. The net negative impact is further highlighted by the fact that Austin has no rail/road at-grade crossings, while Naperville's two roads crossing the EJ&E are at-grade.

"It is rather curious that the DOT, having earlier stated that the STB 'proceeding should be to assure that the (CN/EJ&E) transaction has net positive benefits,' would push for a quick decision given the overwhelming negatives of the transaction and the potential expense for the region's taxpayers," said Barrington Village President Karen Darch, Co-Chair of TRAC.

"The notion of a regional benefit is a red herring," said Tom Weisner, Mayor of Aurora, Co-Chair of TRAC. "This transaction puts in jeopardy current and future commuter rail operations, creates significant public safety issues and would require taxpayers to foot the bill for a private sector transaction."

TRAC (The Regional Answer to Canadian National) is a coalition of suburban leaders that have joined forces to ensure the quality of life of more than one million residents in 40 Chicagoland communities is not adversely impacted by this proposed acquisition. TRAC includes municipal and county leaders from Lake, Cook, McHenry, Kane, DuPage and Will Counties along with northwest Indiana. Barrington Communities Against CN Rail Congestion represents the interest of Barrington area communities and is an active member of TRAC. For more information, visit [www.fightrailcongestion.com](http://www.fightrailcongestion.com)

###